

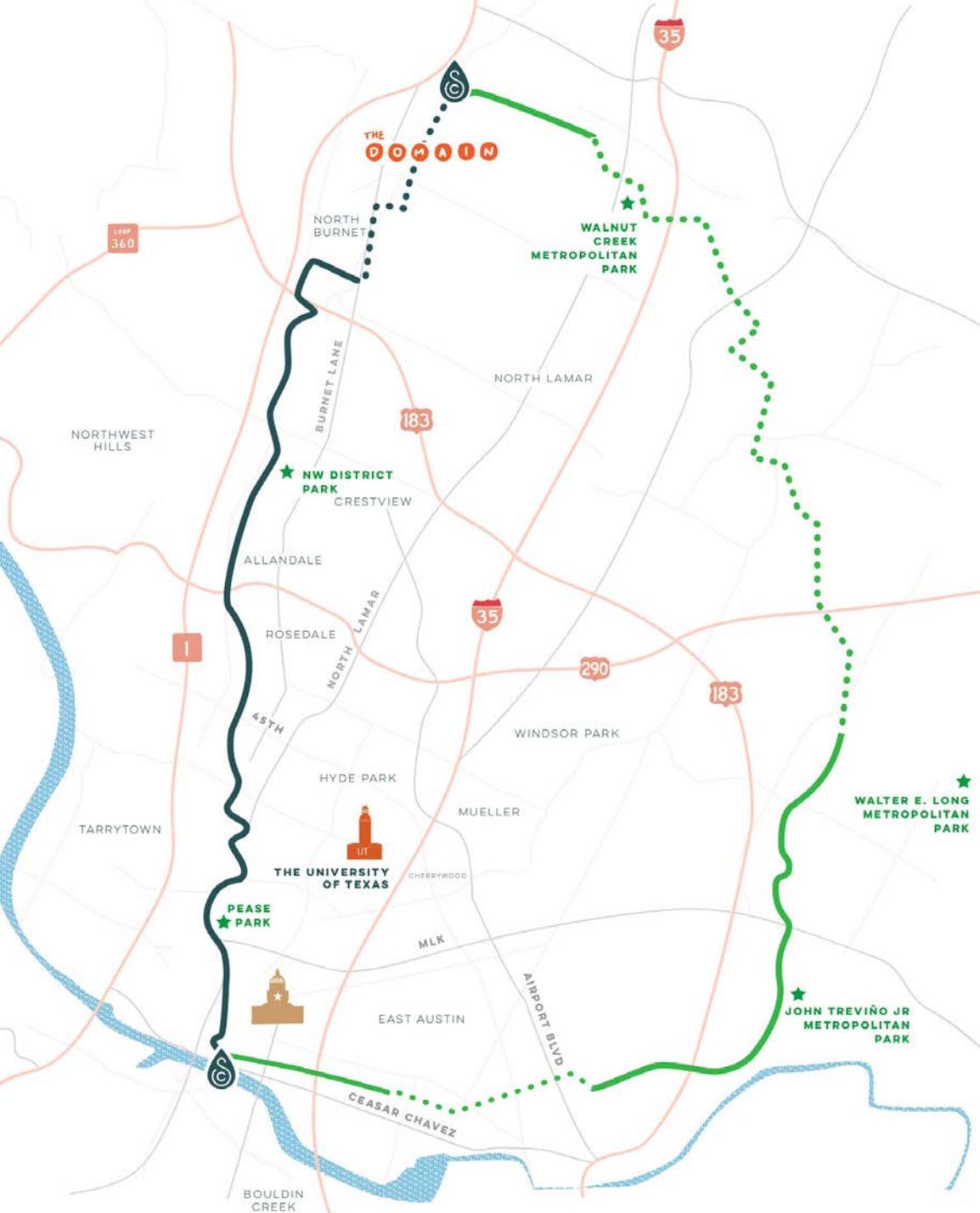


CYPRESS & SHOAL CREEK PUBLIC SPACE STRATEGY

TEN EYCK
LANDSCAPE ARCHITECTS



DOWN
AUSTINTOWN
ALLIANCE



SHOAL CREEK TRAIL PLAN

>> Trail Network

Seamless, connected network of hike-and-bike trails along the 11-mile Shoal Creek corridor, and connection to other urban trails city-wide

>> City Adoption

In 2018, the City of Austin Public Works Department accepted the Trail Plan.

>> Top Priority Project

The improvements along the Cypress & Shoal project area is one of the top five stakeholder-identified priority improvements.

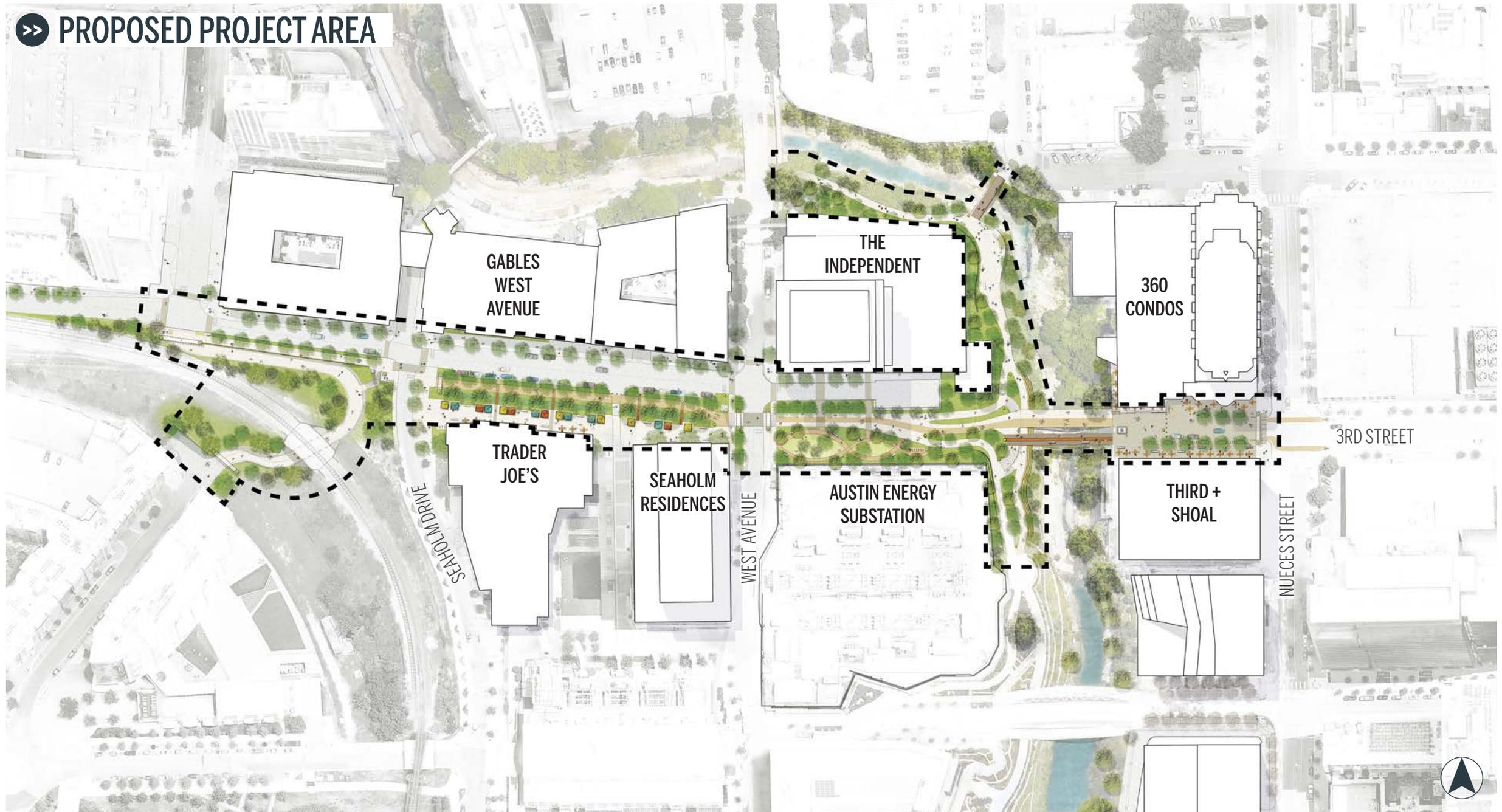
>> The Big Loop

The City of Austin's Urban Trail Plan and Bicycle Plan position the Shoal Creek Trail to become a major segment in a 30-mile 'Big Loop' of bikeways traversing the city.

➤ Shoal Creek Trail is also poised to be the western link in the Downtown Urban Greenbelt, a 6.5 mile loop formed by the Shoal Creek Trail, the Capitol Mall, Waterloo Greenway, and the Butler Hike-and-Bike Trail.

EXISTING SHOAL CREEK PATHWAY
 PLANNED/POSSIBLE "BIG LOOP" PATHWAY
 EXISTING "BIG LOOP" PATHWAY
 FUTURE SHOAL CREEK PATHWAY

>> PROPOSED PROJECT AREA



GABLES
WEST
AVENUE

THE
INDEPENDENT

360
CONDOS

TRADER
JOE'S

SEAHOLM
RESIDENCES

AUSTIN ENERGY
SUBSTATION

THIRD +
SHOAL

3RD STREET

SEAHOLM DRIVE

WEST AVENUE

NUECES STREET



NEW CROSSTOWN PATHWAYS

PROJECT AREA



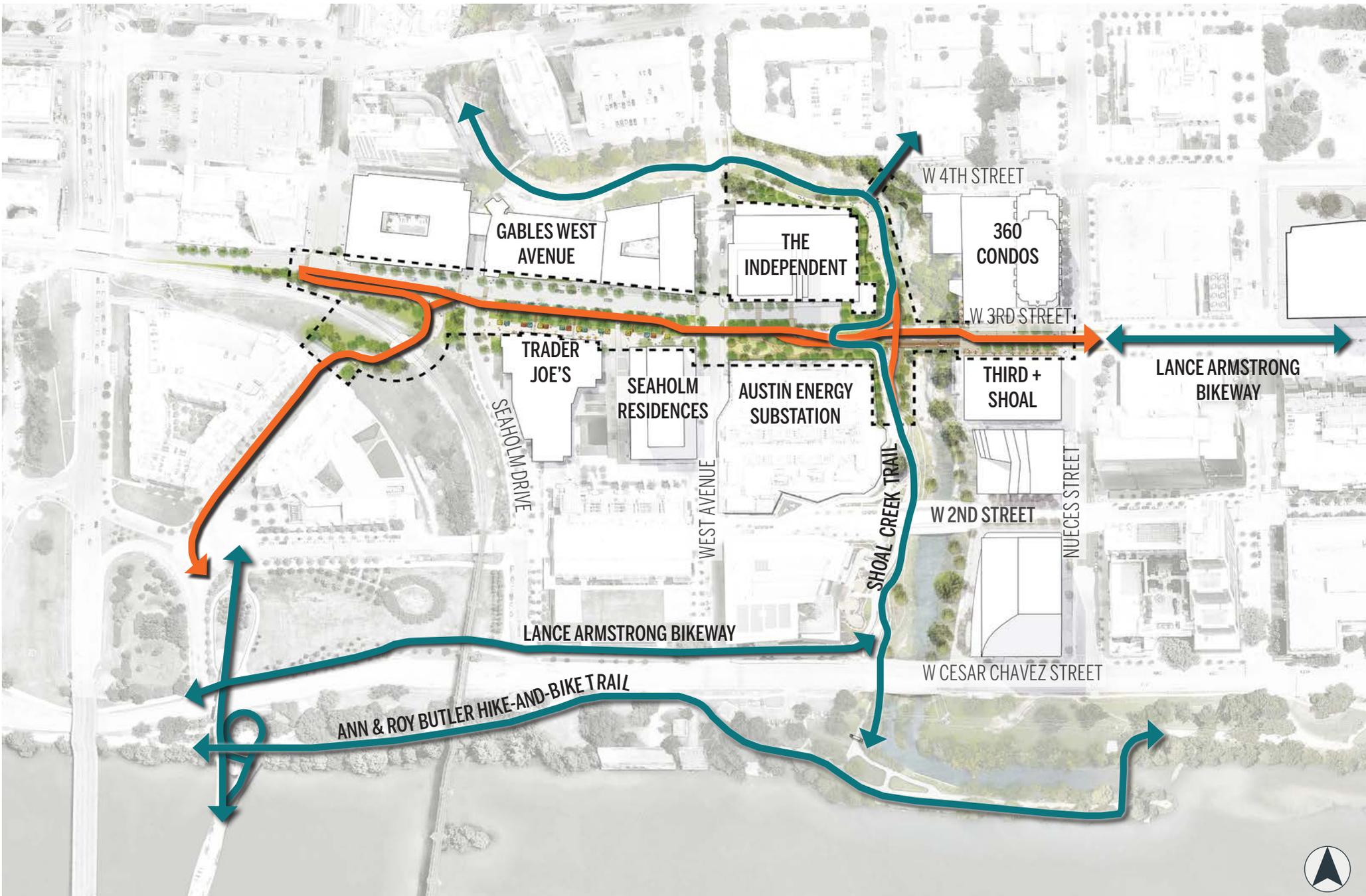
EXISTING BIKE & TRAIL ROUTES



PROPOSED BIKE & TRAIL ROUTES



➤ Located on the cusp of Shoal Creek's confluence with the Colorado River, the Cypress & Shoal Creek area is home to two major crosstown pathways: Shoal Creek Trail which runs north-south, and the Lance Armstrong Bikeway which runs west-east.



PROJECT PROCESS

>> On-the ground site inventory and analysis

>> Community and stakeholder input

Two stages of widely promoted online feedback to first gather information about existing conditions and then collect feedback on the draft Public Space Strategy.

>> Technical Advisory Group

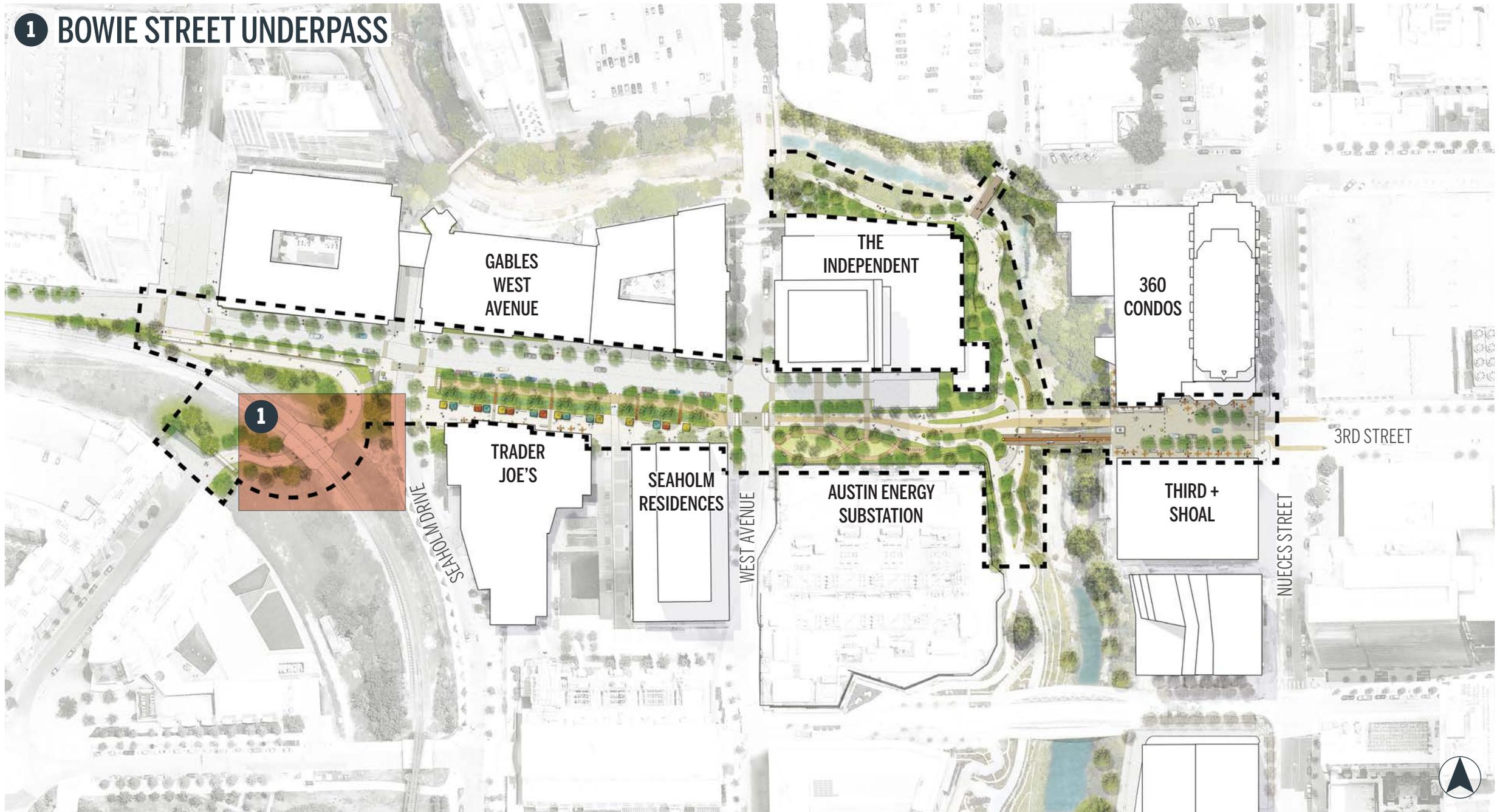
Comprised of representatives from key City of Austin departments. Presented the project and its desired outcomes to gauge feasibility and to collect embedded knowledge of the history of this area.

>> Review with area property owners

Insight about current day-to-day usage and potential challenges with the proposed concept.



1 BOWIE STREET UNDERPASS



1 BOWIE STREET UNDERPASS

INITIAL WORK

Build the critical missing link of bicycle and pedestrian infrastructure.

LONG-TERM / PROJECT WORK

Curate public art installations; implement sound attenuation measures.

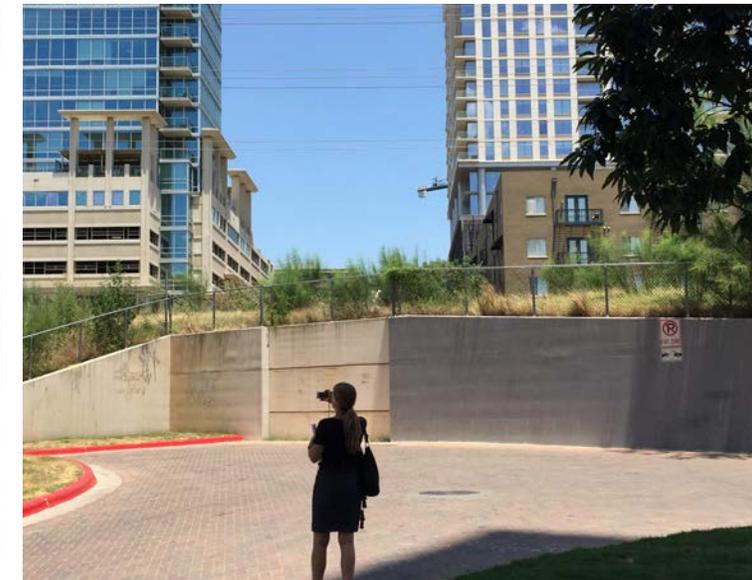
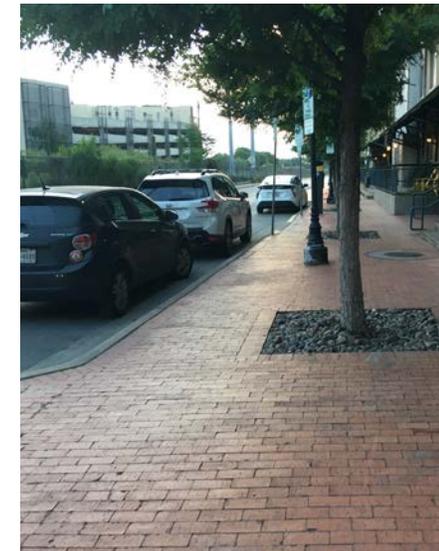
PUBLIC INPUT THEMES:

Prioritize. This is a long-awaited improvement and approved, permitted design.

TOTAL COST (ESTIMATED, 2020)*

\$8.6 M

*Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.

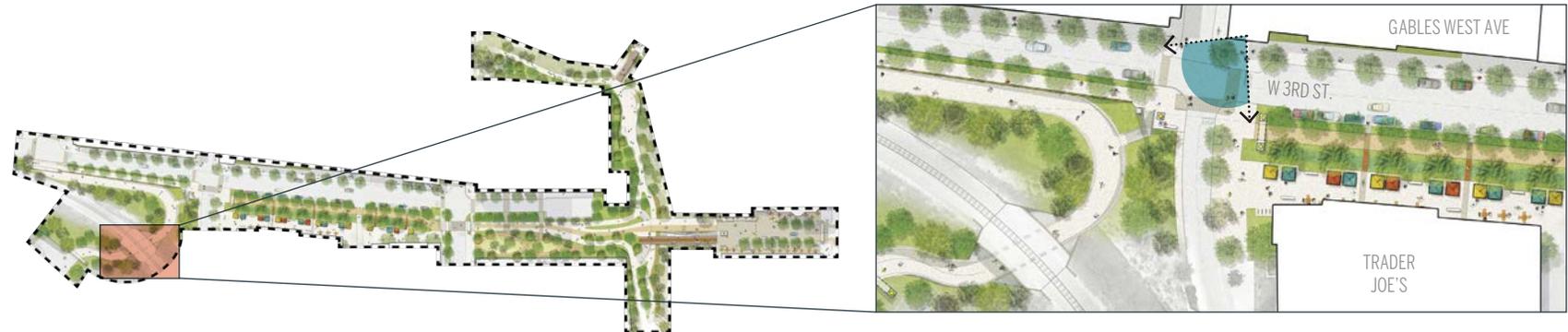


EXISTING CONDITIONS



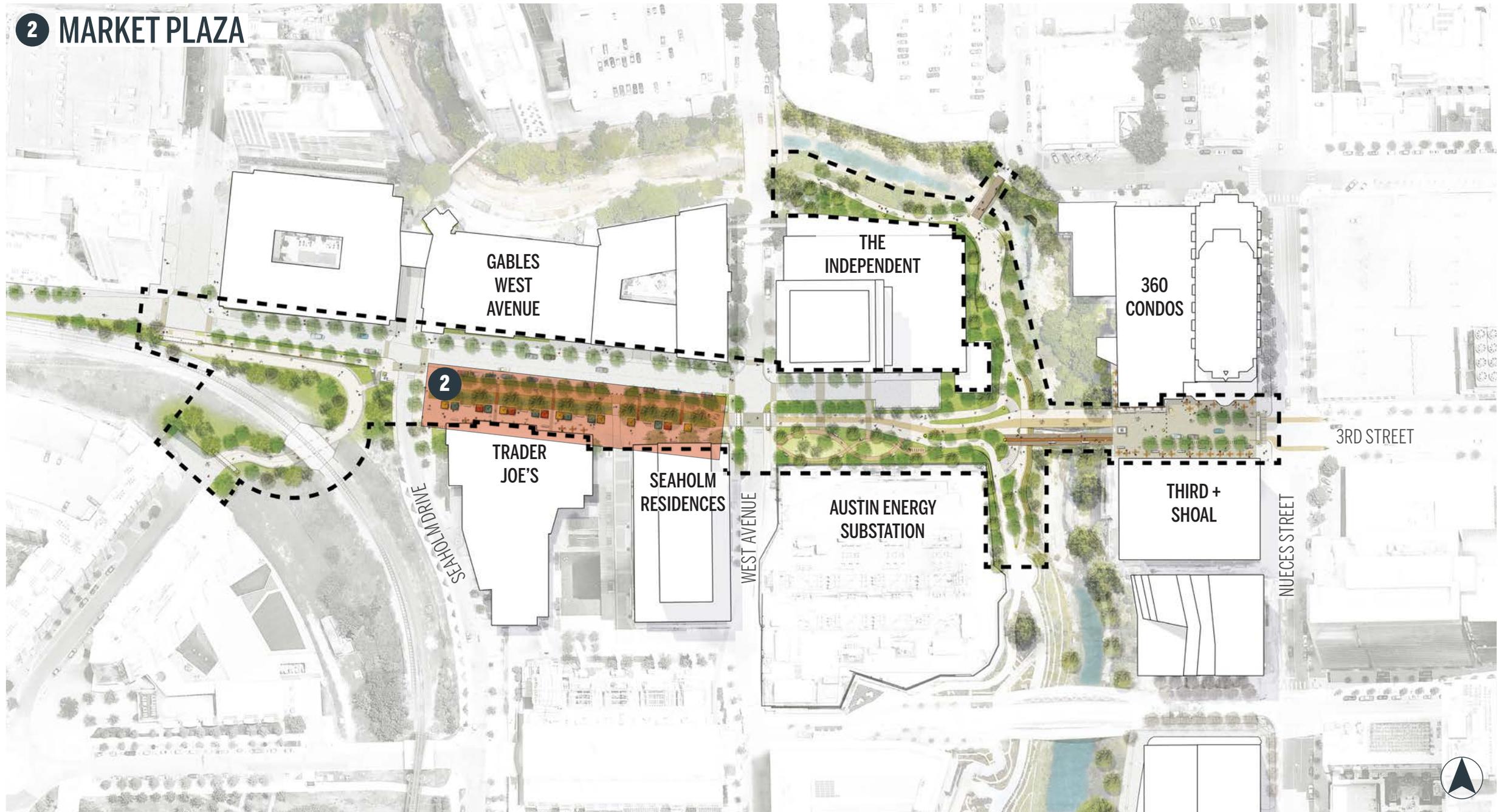
TEN EYCK
LANDSCAPE ARCHITECTS

1 BOWIE STREET UNDERPASS



Note: Concept designs are for illustrative purposes only.

2 MARKET PLAZA



GABLES
WEST
AVENUE

THE
INDEPENDENT

360
CONDOS

2

TRADER
JOE'S

SEAHOLM
RESIDENCES

AUSTIN ENERGY
SUBSTATION

THIRD +
SHOAL

3RD STREET

SEAHOLM DRIVE

WEST AVENUE

NUECES STREET



2 MARKET PLAZA

INITIAL WORK

Close Power Plant Drive; initial intersection improvements; designate interim bike route.

LONG-TERM / PROJECT WORK

Implement green stormwater management; construct pedestrian plaza; construct dedicated/fully separated bike path.

PUBLIC INPUT THEMES:

Prioritize. Repurpose Power Plant Drive; remove vehicular access and parking; add greenery and bioswales. Improve safety of intersections.

TOTAL COST (ESTIMATED, 2020)

\$5.5 M



EXISTING CONDITIONS

SEAHOLM DISTRICT



TEN EYCK
LANDSCAPE ARCHITECTS

2 MARKET PLAZA



3 CONVERGENCE PLAZA



3 CONVERGENCE PLAZA

INITIAL WORK

Activate public space.

LONG-TERM / PROJECT WORK

This will be a key link/node after the Market Plaza and Third Street bridge work is complete; long-term intersection improvements; plaza work.

PUBLIC INPUT THEMES:

Support for maintaining pedestrian access to bridges via north and south staircases between the bridge and trail (reflected in final design).

TOTAL COST (ESTIMATED, 2020)

\$7.7 M

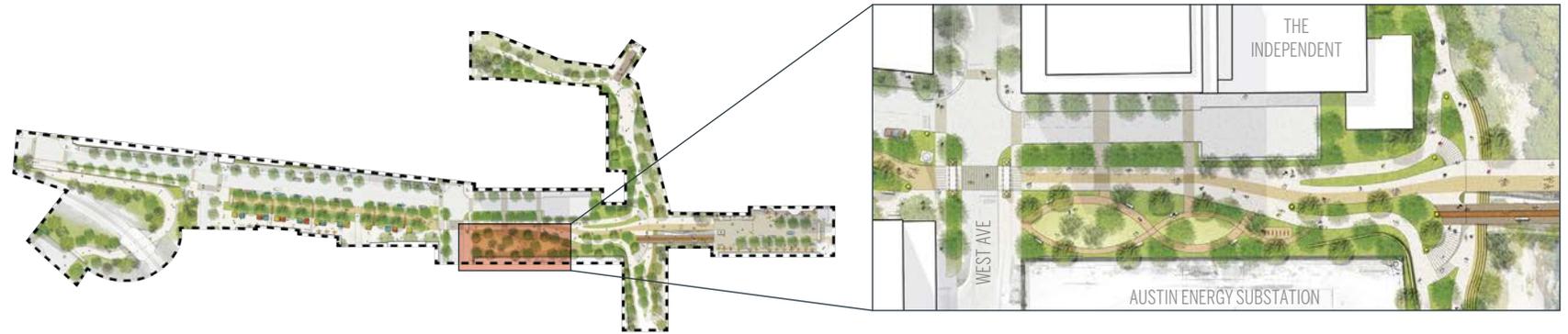


EXISTING CONDITIONS



3 CONVERGENCE PLAZA*

*Concept imagery of shared-use path



4A THIRD STREET BIKE-PEDESTRIAN BRIDGE & TRESTLE



4A THIRD STREET BIKE-PEDESTRIAN BRIDGE & TRESTLE

INITIAL WORK

New bike-pedestrian bridge.

LONG-TERM / PROJECT WORK

Rehabilitate Third Street trestle bridge and convert to park space.

PUBLIC INPUT THEMES:

Support for historic restoration of the trestle bridge at Third Street. Desire for improved, widened bike-pedestrian bridge.

TOTAL COST (ESTIMATED, 2020)

\$9.0 M



EXISTING CONDITIONS

EXISTING IMAGE

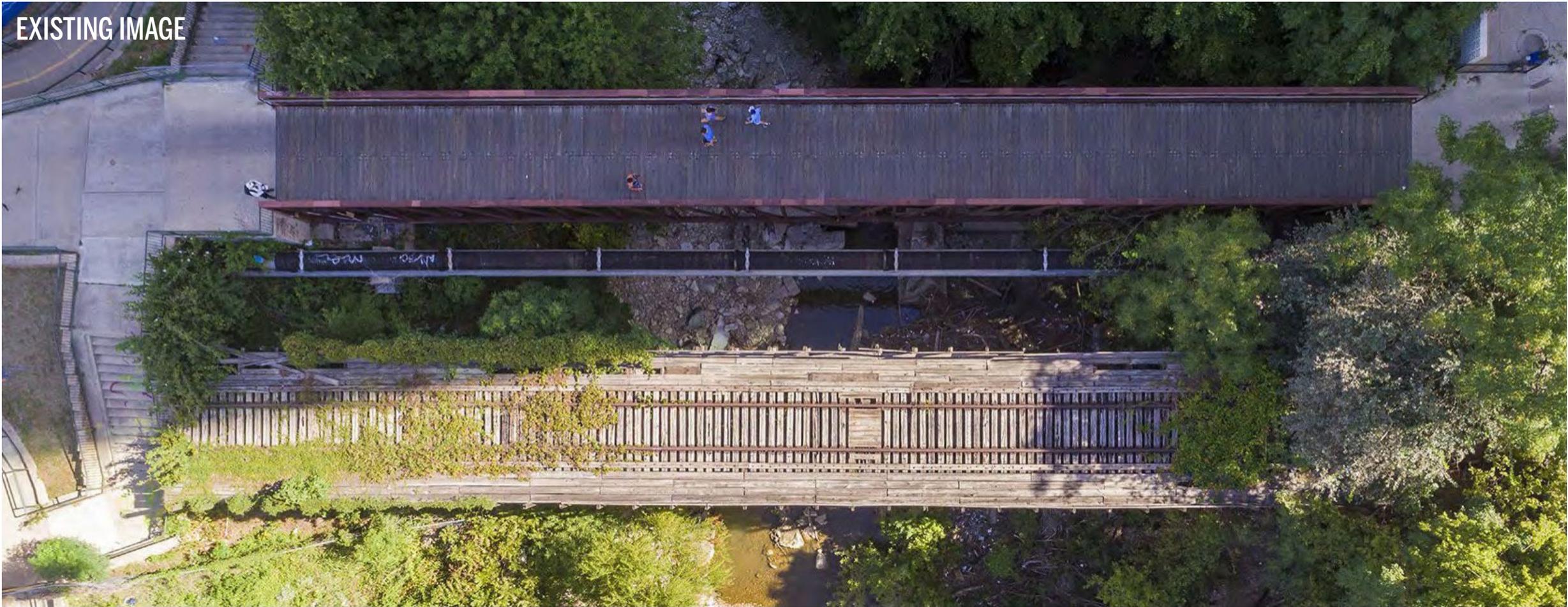
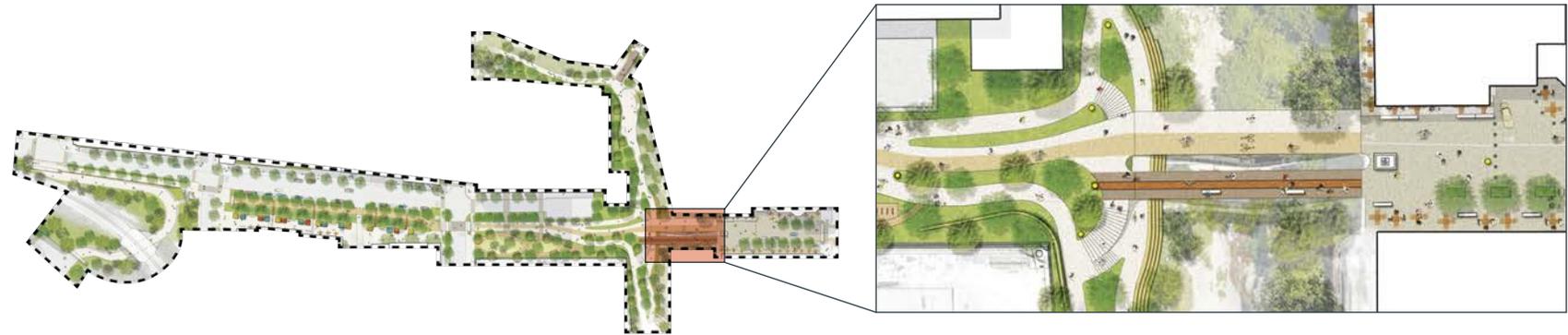
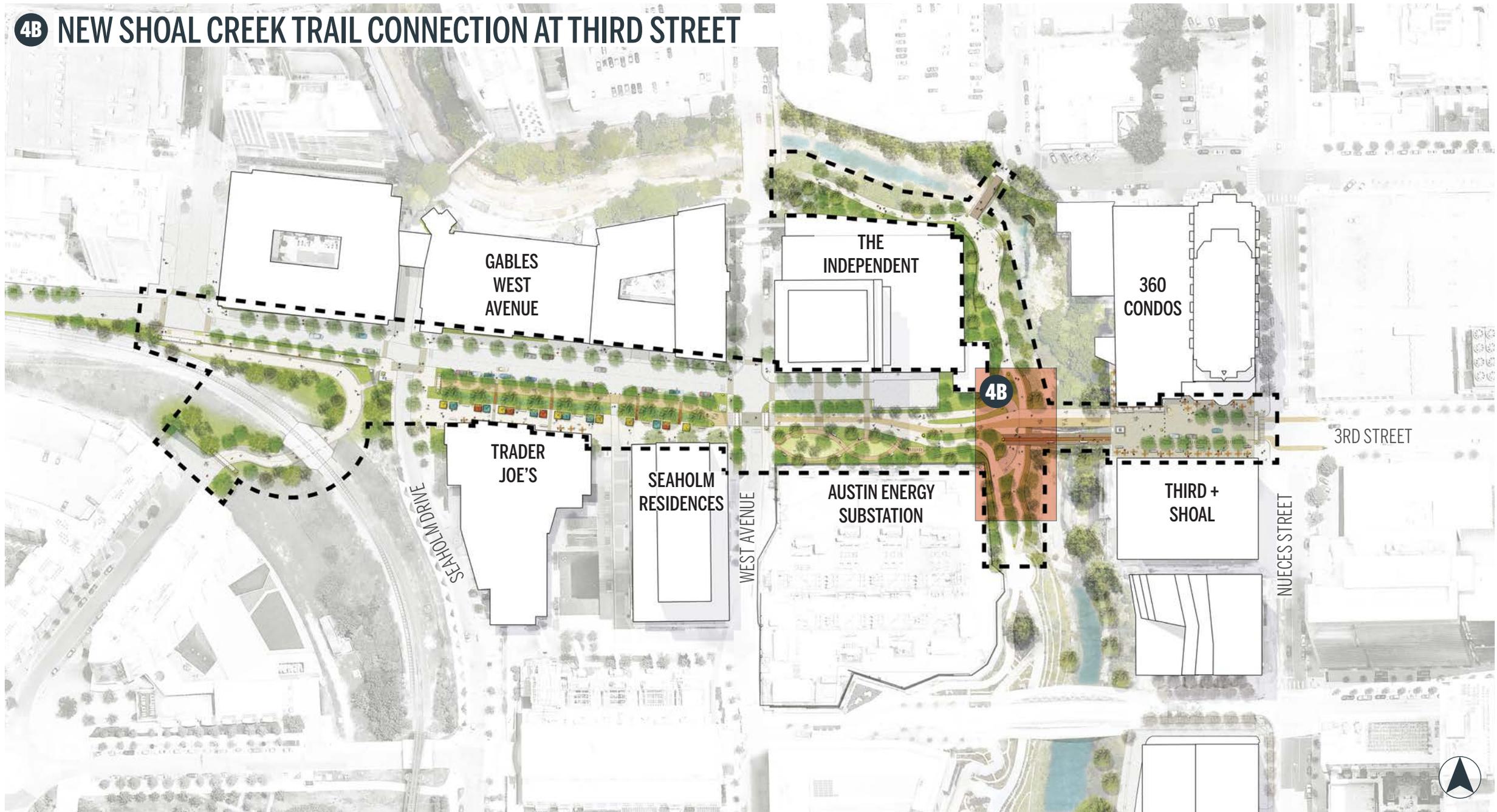


IMAGE: PATRICK WONG - ANTLIER WONG PHOTOGRAPHY

4A THIRD STREET BIKE-PEDESTRIAN BRIDGE & TRESTLE



4B NEW SHOAL CREEK TRAIL CONNECTION AT THIRD STREET



4B NEW SHOAL CREEK CONNECTION AT THIRD STREET

INITIAL WORK

Construct new Shoal Creek Trail connection under bridges and two staircases to street-level.

LONG-TERM / PROJECT WORK

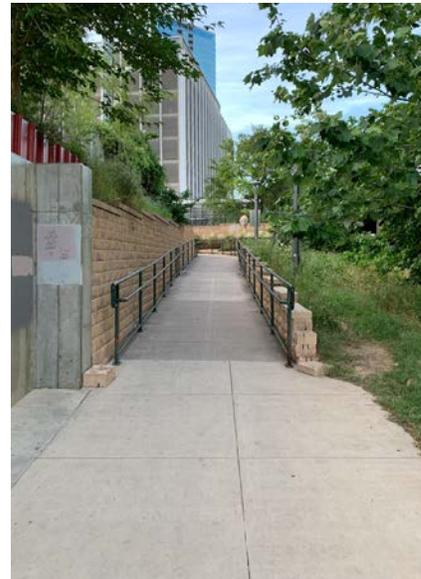
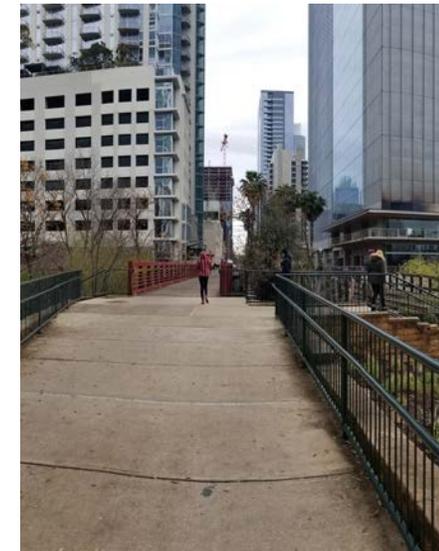
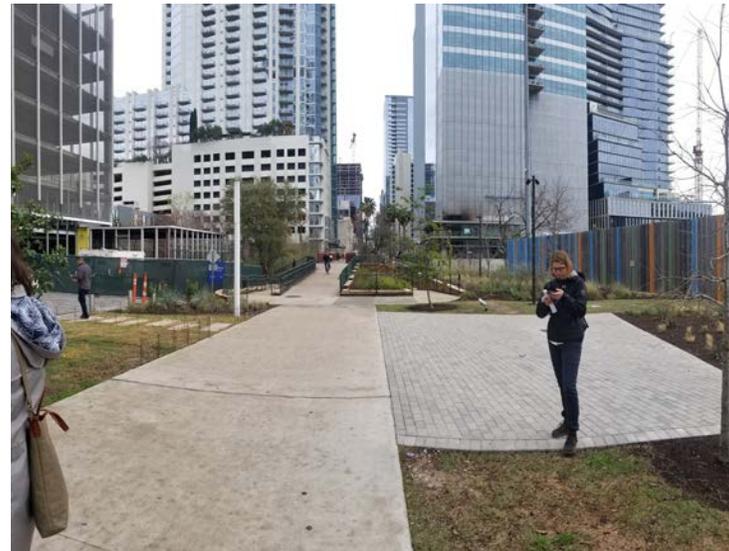
Ongoing streambank restoration.

PUBLIC INPUT THEMES:

Support for establishing a new trail link under bridges; in Shoal Creek Trail Plan's top five priorities identified by stakeholders.

TOTAL COST (ESTIMATED, 2020)

\$3.5 M

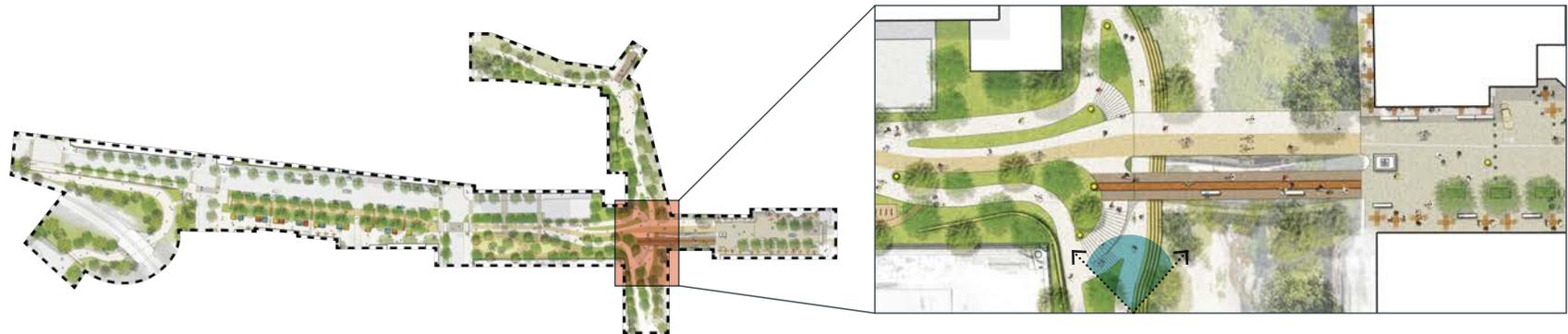


EXISTING CONDITIONS

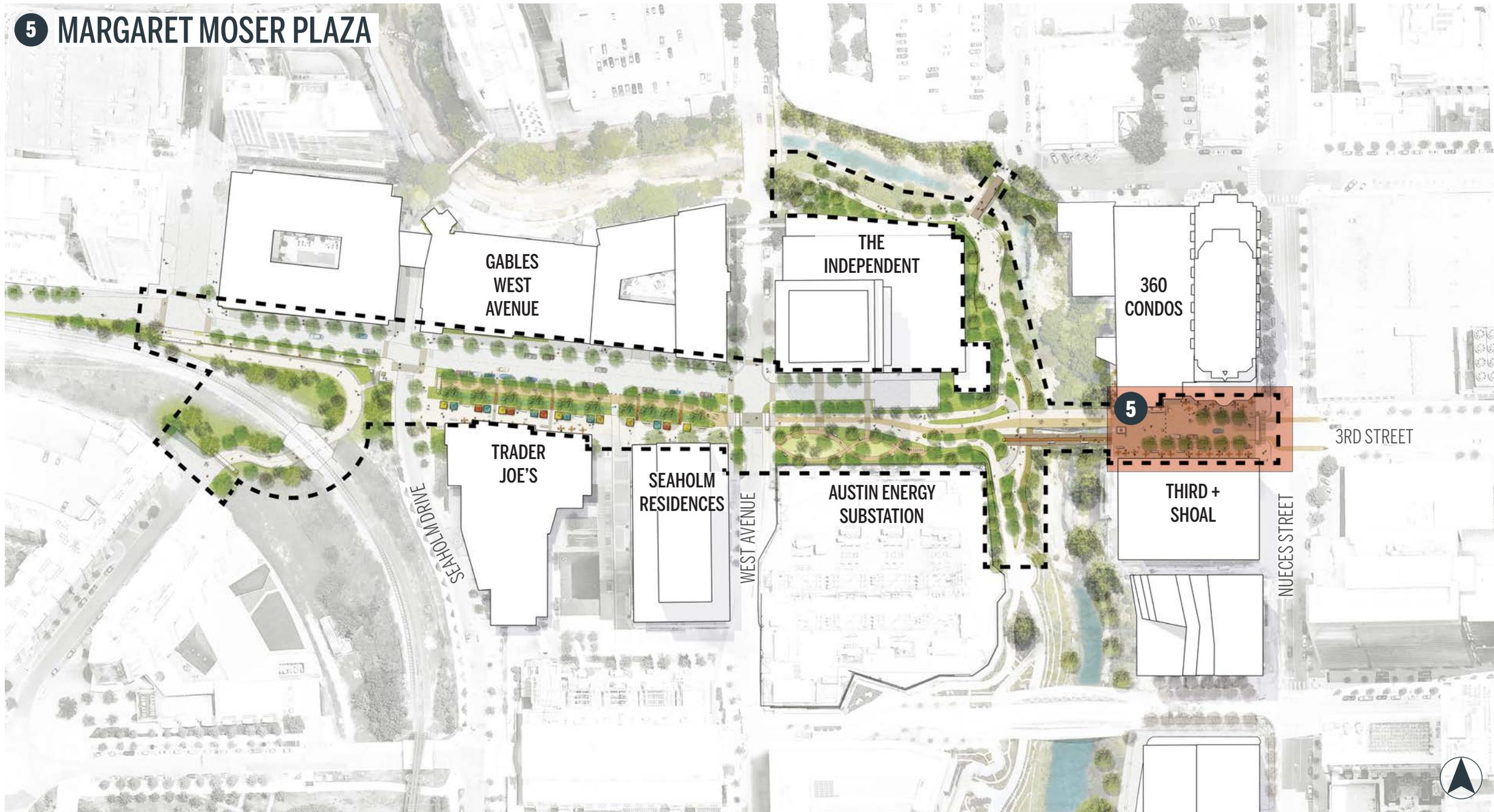


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4B NEW SHOAL CREEK CONNECTION AT THIRD STREET



5 MARGARET MOSER PLAZA



GABLES
WEST
AVENUE

THE
INDEPENDENT

360
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SEAHOLM DRIVE

WEST AVENUE

NUECES STREET

5



5 MARGARET MOSER PLAZA

INITIAL WORK

Clarify bike and pedestrian connections.
Maintain driveway access to garages.

LONG-TERM / PROJECT WORK

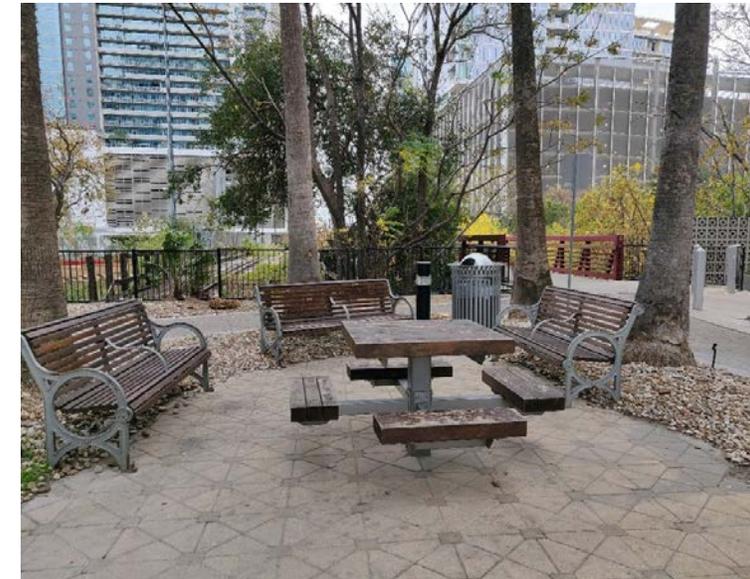
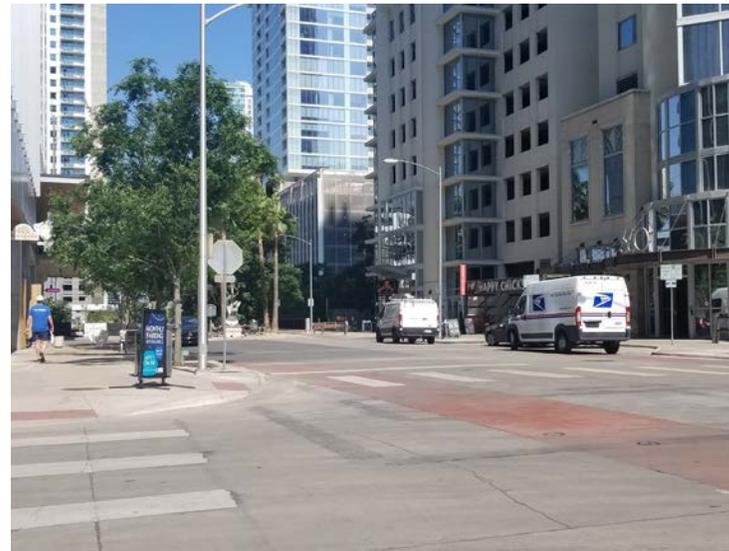
Convert to a living street and park-like plaza.
Partner to identify new rideshare/ delivery hubs.

PUBLIC INPUT THEMES:

Strong desire for explicit signage indicating Lance Armstrong Bikeway route. Strong support for a physically separated bike path from pedestrians and cars.

TOTAL COST (ESTIMATED, 2020)

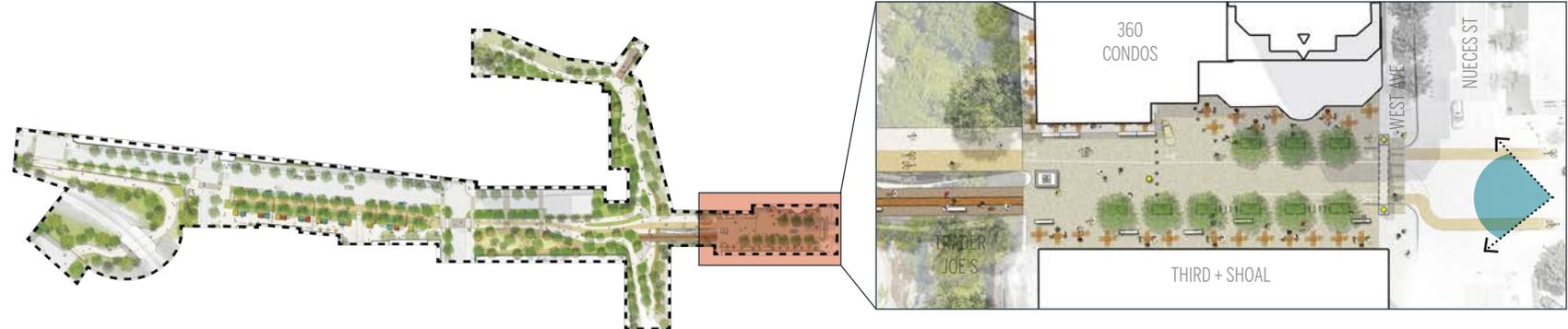
\$4.3 M



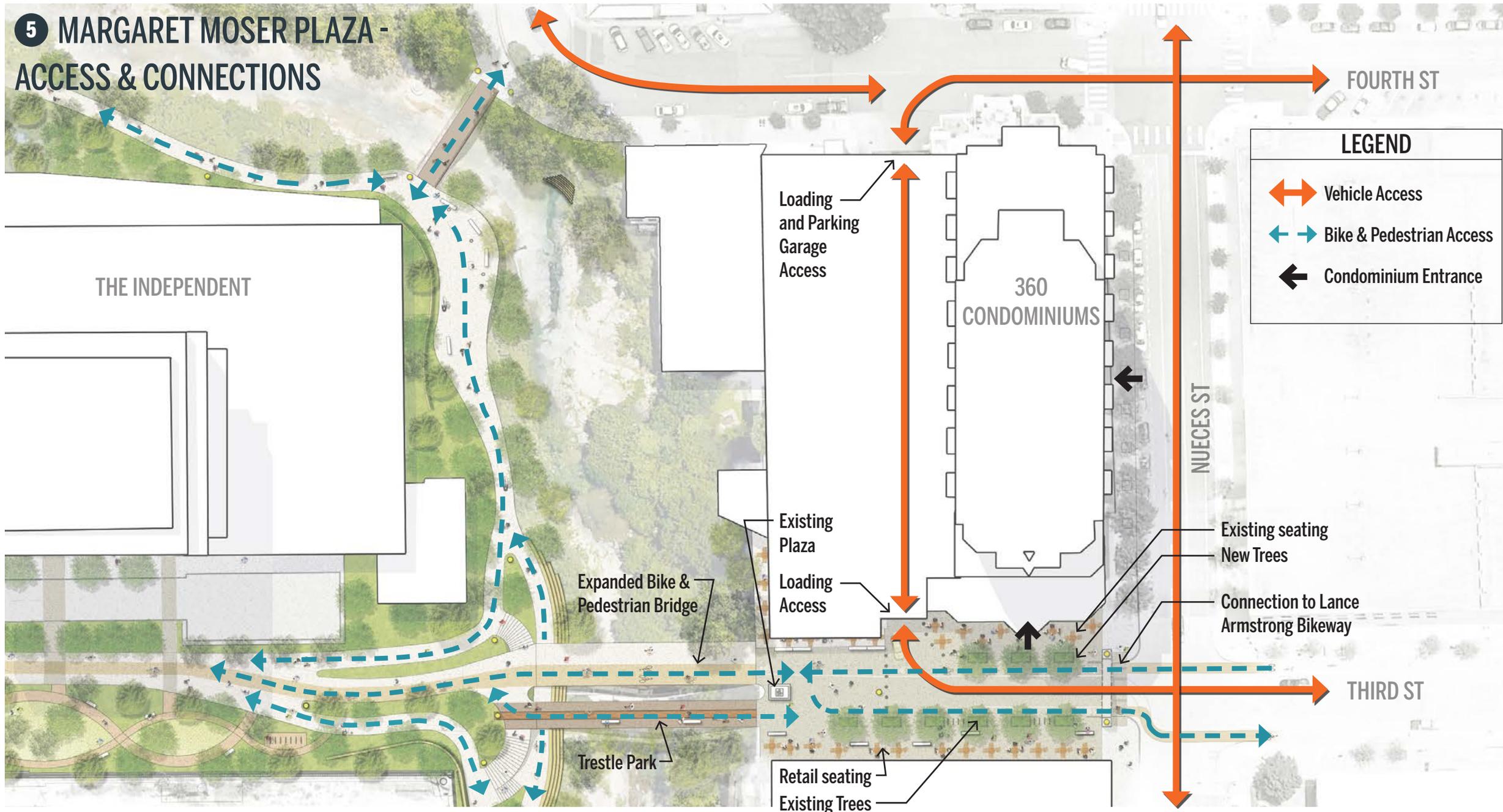
EXISTING CONDITIONS



5 MARGARET MOSER PLAZA



5 MARGARET MOSER PLAZA - ACCESS & CONNECTIONS



LEGEND

- Vehicle Access
- Bike & Pedestrian Access
- Condominium Entrance

6 SHOAL CREEK TRAIL AT RIO GRANDE



6 SHOAL CREEK TRAIL AT RIO GRANDE

INITIAL WORK

Construct cantilevered boardwalk and widen trail.

LONG-TERM / PROJECT WORK

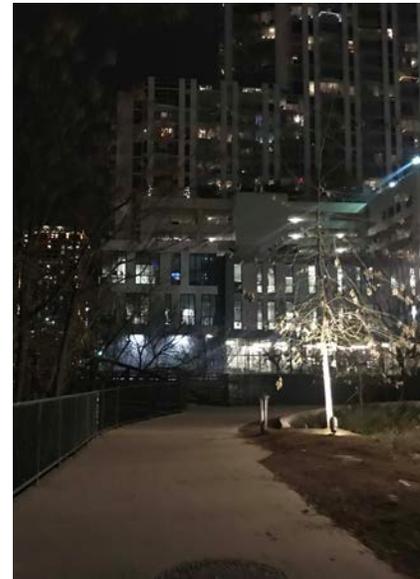
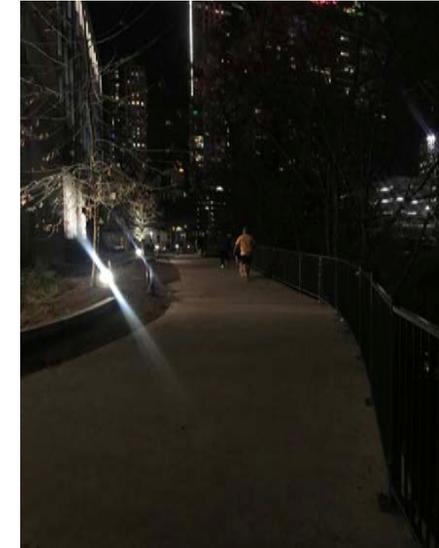
Streambank restoration at boardwalk site as part of Little Shoal.

PUBLIC INPUT THEMES:

Provide basic amenities for Trail, especially lighting; widen trail.

TOTAL COST (ESTIMATED, 2020)

\$4.4 M

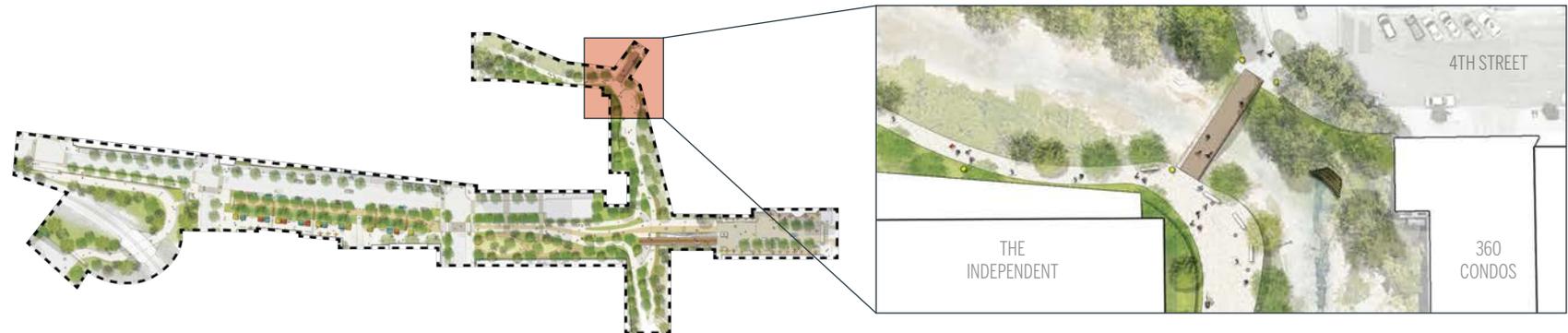


EXISTING CONDITIONS



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6 CREEK TRAIL CONNECTION AT RIO GRANDE





CONCEPT IMAGERY

CANTILEVERED BOARDWALK

DEFINITION

Expanded trail or pathway that extends over the creek bed, allowing for minimal disruption to the existing ecological habitat.

CONCEPT LOCATION

Shoal Creek Trail at Rio Grande

INSPIRATIONAL PEERS

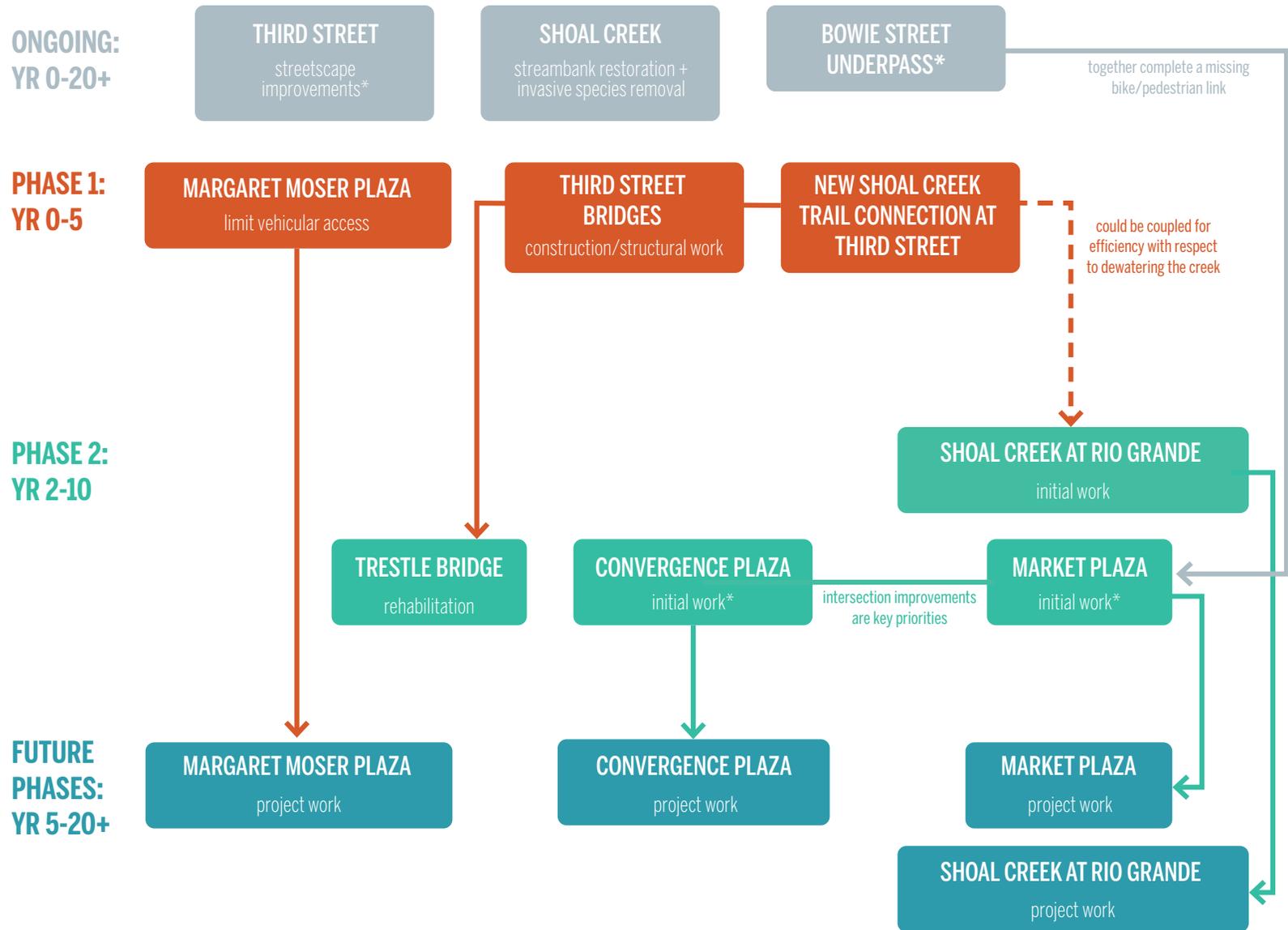
Hot Springs, Arkansas; Mønsted Kalkgruber, Denmark; McDowell Creek Falls, Oregon.

PHASING STRATEGY & DRAFT COST ESTIMATE

PROJECT AREA	COST *
1) Bowie Street Underpass	\$8.6M
2) Market Plaza	\$5.5M
3) Convergence Plaza	\$7.7M
4A) Third Street Bike-Pedestrian Bridge & Trestle	\$9.0M
4B) New Shoal Creek Trail Connection at Third Street	\$3.5M
5) Margaret Moser Plaza	\$4.3M
6) Shoal Creek Trail at Rio Grande	\$4.4M
TOTAL COST ESTIMATE	\$43.0M

*Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.

*Total cost for each area are estimated, 2020.



*Identified as public priority during online engagement

†Shoal Creek Conservancy priority based on Shoal Creek Trail: Vision to Action Plan

NEW CROSSTOWN PATHWAYS

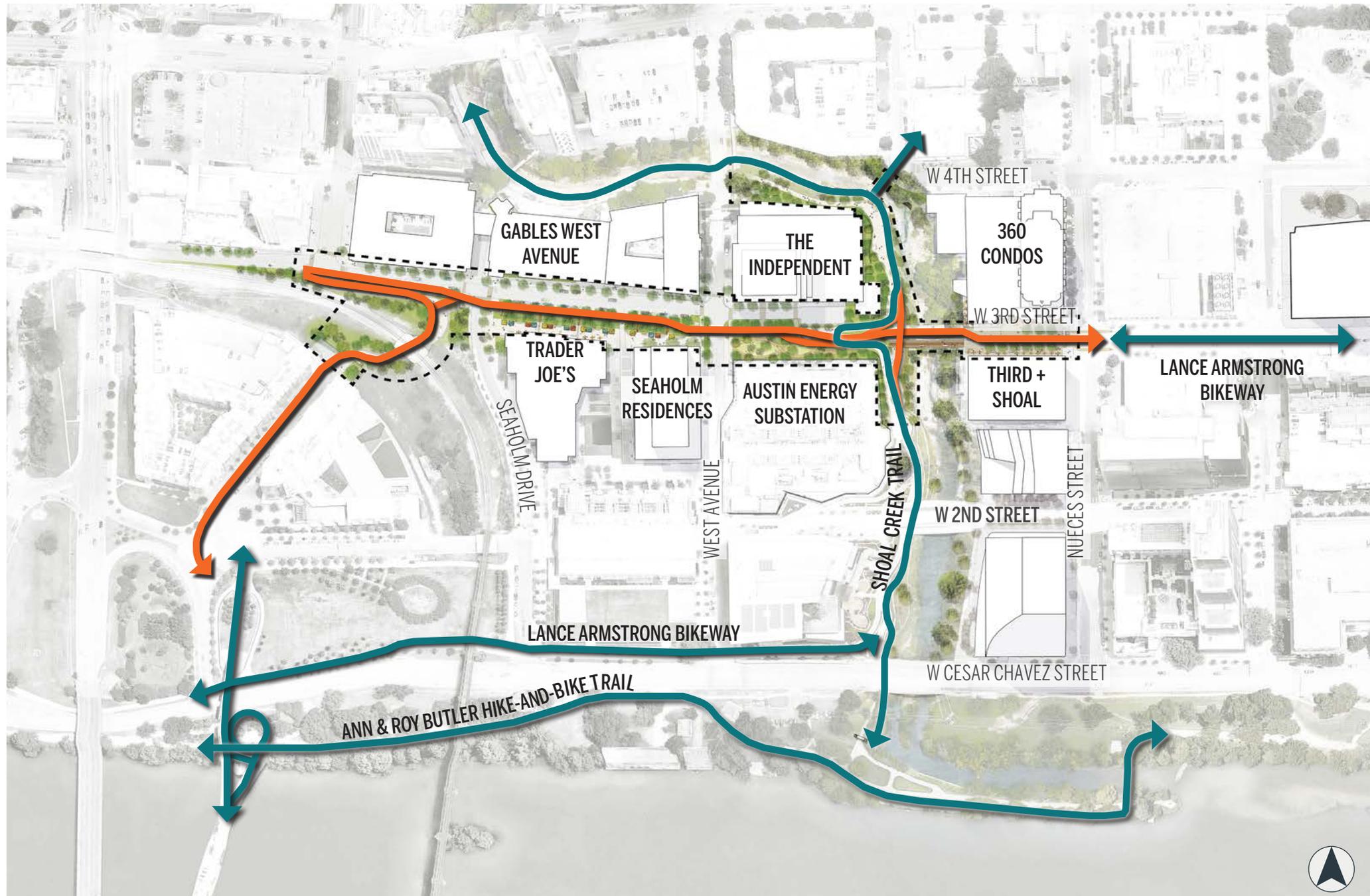
PROJECT AREA



EXISTING BIKE & TRAIL ROUTES



PROPOSED BIKE & TRAIL ROUTES



THANK YOU



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